# 2009
# Virginia Department of Transportation
# Daily Traffic Volume Estimates
# Including Vehicle Classification Estimates

where available

# Special Locality Report
# 154

Town of Christiansburg

Information in this report is included in Report

**60**

(Montgomery County)

Prepared By

**Virginia Department of Transportation**
**Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation**
**Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

**Publication Notes**

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

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VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems


Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.


US Route


Virginia State Route


Frontage Road (F precedes frontage route number)


Secondary Route

## Special Routes


Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route


ALT - Alternate Route
Wye - Wye Route connector


P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.


The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2009
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Christiansburg

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From: SCL Christiansburg Near I-81 | | | | | | | | | | | | | | | |
| 8 W Main St | Town of Christiansburg (Maint: 60) | 0.22 | **14000** | **G** | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.103 | F | 0.558 | 15000 | G |
| | To: Old SCL Christiansburg | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 8 W Main St | Town of Christiansburg | 0.77 | **12000** | **G** | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.092 | F | 0.607 | 13000 | G |
| | To: US 11; Radford St | | | | | | | | | | | | | | | |
| | From: WCL Christiansburg | | | | | | | | | | | | | | | |
| 11 Radford St | Town of Christiansburg | 1.40 | **10000** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.102 | F | 0.521 | 11000 | G |
| | To: SR 8 W Main St | | | | | | | | | | | | | | | |
| | From: SR 8, Radford St | | | | | | | | | | | | | | | |
| 11 W Main St | Town of Christiansburg | 0.30 | **5300** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.089 | F | 0.502 | 5700 | G |
| | To: Bus US 460 S Franklin St | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| Bus 11 460 E Main St | Town of Christiansburg | 0.12 | **7900** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.084 | F | 0.601 | 8500 | G |
| | To: Roanoke St | | | | | | | | | | | | | | | |
| | From: E Main St | | | | | | | | | | | | | | | |
| Bus 11 460 Roanoke St | Town of Christiansburg | 0.11 | **11000** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.087 | F | 0.517 | 11000 | G |
| | To: Craig St | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| Bus 11 460 Roanoke St | Town of Christiansburg | 0.98 | **11000** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.099 | F | 0.561 | 12000 | G |
| | To: SR 111 Depot St | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| Bus 11 460 Roanoke St | Town of Christiansburg | 0.86 | **15000** | **G** | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.103 | F | 0.604 | 16000 | G |
| | To: US 460 | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 11 Roanoke St | Town of Christiansburg (Maint: 60) | 1.15 | **16000** | **G** | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.09 | F | 0.511 | 17000 | G |
| | To: I-81 | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 11 460 Roanoke St | Town of Christiansburg (Maint: 60) | 0.09 | **8300** | **N** | 96% | 1% | 1% | 1% | 1% | 0% | N | 0.099 | N | 0.541 | 9000 | N |
| | To: Tower Rd, Hampton Rd | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 11 460 Roanoke St | Town of Christiansburg | 2.01 | **8300** | **G** | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.099 | F | 0.541 | 9000 | G |
| | To: ECL Christiansburg | | | | | | | | | | | | | | | |
| | From: SCL Christiansburg | | | | | | | | | | | | | | | |
| North 81 | Town of Christiansburg (Maint: 60) | 3.90 | **23000** | **G** | 69% | 1% | 1% | 0% | 27% | 2% | F | NA | | | 360 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **46000** | **G** | 73% | 1% | 1% | 1% | 23% | 2% | F | NA | | | 20000 | G |
| | To: US 11, US 460 | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| North 81 | Town of Christiansburg (Maint: 60) | 0.77 | **23000** | **A** | 75% | 1% | 1% | 1% | 21% | 1% | C | 0.109 | A | | 23000 | A |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **46000** | **A** | 76% | 1% | 1% | 1% | 20% | 1% | C | NA | | | 45000 | A |
| | To: NCL Christiansburg | | | | | | | | | | | | | | | |
| | From: SCL Christiansburg | | | | | | | | | | | | | | | |
| South 81 | Town of Christiansburg (Maint: 60) | 4.27 | **23000** | **G** | 76% | 1% | 1% | 1% | 20% | 2% | F | NA | | | 20000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **46000** | **G** | 73% | 1% | 1% | 1% | 23% | 2% | F | NA | | | 20000 | G |
| | To: US 11, US 460 | | | | | | | | | | | | | | | |

Virginia Department of Transportation
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Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Christiansburg

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South 81 | From: US 11, US 460 | | | | | | | | | | | | | | | |
| | Town of Christiansburg (Maint: 60) | 0.34 | **23000** | **A** | 77% | 1% | 1% | 1% | 19% | 1% | C | 0.111 | A | | 22000 | A |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **46000** | **A** | 76% | 1% | 1% | 1% | 20% | 1% | C | NA | | | 45000 | A |
| | To: NCL Christiansburg | | | | | | | | | | | | | | | |
| | From: US 460 | | | | | | | | | | | | | | | |
| 111 Cambria St | Town of Christiansburg | 0.79 | **6700** | **G** | 96% | 1% | 1% | 2% | 1% | 0% | C | 0.105 | F | 0.606 | 7300 | G |
| | To: From: Ellett Rd | | | | | | | | | | | | | | | |
| 111 Cambria St | Town of Christiansburg | 0.39 | **6200** | **G** | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.114 | F | 0.556 | 6700 | G |
| | To: Depot St | | | | | | | | | | | | | | | |
| | From: Cambria St | | | | | | | | | | | | | | | |
| 111 Depot St | Town of Christiansburg | 0.97 | **4300** | **G** | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.104 | F | 0.539 | 4600 | G |
| | To: From: Park St | | | | | | | | | | | | | | | |
| 111 Depot St | Town of Christiansburg | 0.11 | **4800** | **G** | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.102 | F | 0.586 | 5200 | G |
| | To: US 11 Roanoke St | | | | | | | | | | | | | | | |
| | From: WCL Christiansburg | | | | | | | | | | | | | | | |
| 114 Peppers Ferry Rd | Town of Christiansburg | 0.91 | **13000** | **G** | 98% | 0% | 1% | 1% | 1% | 0% | C | 0.096 | F | 0.577 | 14000 | G |
| | To: From: Somerset St | | | | | | | | | | | | | | | |
| 114 Peppers Ferry Rd | Town of Christiansburg | 0.53 | **16000** | **F** | 98% | 0% | 0% | 1% | 1% | 0% | C | 0.100 | F | 0.583 | 18000 | F |
| | To: From: Bus US 460 | | | | | | | | | | | | | | | |
| 114 Peppers Ferry Rd | Town of Christiansburg | 0.63 | **13000** | **G** | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.096 | F | 0.517 | 14000 | G |
| | To: US 460 | | | | | | | | | | | | | | | |
| | From: I-81 | | | | | | | | | | | | | | | |
| 460 11 Roanoke St | Town of Christiansburg (Maint: 60) | 0.09 | **8300** | **N** | 96% | 1% | 1% | 1% | 1% | 0% | N | 0.099 | N | 0.541 | 9000 | N |
| | To: From: Tower Rd, Hampton Rd | | | | | | | | | | | | | | | |
| 460 11 Roanoke St | Town of Christiansburg | 2.01 | **8300** | **G** | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.099 | F | 0.541 | 9000 | G |
| | To: ECL Christiansburg | | | | | | | | | | | | | | | |
| Bus 460 N Franklin St | From: NCL Christiansburg | | | | | | | | | | | | | | | |
| | Town of Christiansburg (Maint: 60) | 0.97 | **21000** | **F** | 98% | 0% | 0% | 0% | 0% | 0% | C | 0.098 | F | 0.634 | 21000 | F |
| | To: From: SR 114 Peppers Ferry Rd | | | | | | | | | | | | | | | |
| Bus 460 N Franklin St | Town of Christiansburg (Maint: 60) | 0.66 | **22000** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 23000 | G |
| | To: From: US 460 | | | | | | | | | | | | | | | |
| Bus 460 N Franklin St | Town of Christiansburg (Maint: 60) | 0.18 | **19000** | **G** | | | | | | | | 0.090 | N | 0.582 | 19000 | G |
| | To: From: WCL Christiansburg | | | | | | | | | | | | | | | |
| Bus 460 N Franklin St | Town of Christiansburg (Maint: 60) | 0.11 | **35000** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.090 | F | 0.582 | 38000 | G |
| | To: From: SR 111 Cambria St | | | | | | | | | | | | | | | |
| Bus 460 N Franklin St | Town of Christiansburg | 1.38 | **25000** | **F** | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.088 | F | 0.56 | 27000 | F |
| | To: Depot St | | | | | | | | | | | | | | | |

Virginia Department of Transportation
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Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Christiansburg

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bus 460 N Franklin St | From: Depot St | | | | | | | | | | | | | | | |
| | Town of Christiansburg | 0.28 | **10000** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.505 | 11000 | G |
| | To: US 11, SR 8 Main St | | | | | | | | | | | | | | | |
| Bus 460 11 E Main St | From: US 11 Main St | | | | | | | | | | | | | | | |
| | Town of Christiansburg | 0.12 | **7900** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.084 | F | 0.601 | 8500 | G |
| | To: Roanoke St | | | | | | | | | | | | | | | |
| Bus 460 11 Roanoke St | From: E Main St | | | | | | | | | | | | | | | |
| | Town of Christiansburg | 0.11 | **11000** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.087 | F | 0.517 | 11000 | G |
| | To: Craig St | | | | | | | | | | | | | | | |
| Bus 460 11 Roanoke St | From: | | | | | | | | | | | | | | | |
| | Town of Christiansburg | 0.98 | **11000** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.099 | F | 0.561 | 12000 | G |
| | To: SR 111 Depot St | | | | | | | | | | | | | | | |
| Bus 460 11 Roanoke St | From: | | | | | | | | | | | | | | | |
| | Town of Christiansburg | 0.86 | **15000** | **G** | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.103 | F | 0.604 | 16000 | G |
| | To: US 460 | | | | | | | | | | | | | | | |

Virginia Department of Transportation
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Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Christiansburg

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Town of Christiansburg** | | | | | | | | | | | | | | | | |
| (F60) Flanagan Dr | 0.04 | **280** | **R** | | | | | | | | NA | | | NA | | 01/30/2008 |
| From: 0.76 MW of SCL | | | | | | | | | | | | | | | | |
| To: SR 8 Riner Rd | | | | | | | | | | | | | | | | |
| (F62) Falling Branch | 0.41 | **80** | **R** | | | | | | | | NA | | | NA | | 01/08/2008 |
| From: Dead End | | | | | | | | | | | | | | | | |
| To: 60-640 | | | | | | | | | | | | | | | | |
| (F63) Brammer Lane | 0.24 | **190** | **R** | | | | | | | | NA | | | NA | | 01/08/2008 |
| From: Houchins Rd | | | | | | | | | | | | | | | | |
| To: Dead End | | | | | | | | | | | | | | | | |
| (F856) | 0.13 | **NA** | | | | | | | | | NA | | | NA | | |
| From: Dead End | | | | | | | | | | | | | | | | |
| To: Bus US 460 , Railroad St | | | | | | | | | | | | | | | | |
| (1) Falling Branch Rd | 0.46 | **40** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 40 | G | 2009 |
| From: 60-640 JB-154 SCL Christiansburg | | | | | | | | | | | | | | | | |
| To: US 11 Roanoke St | | | | | | | | | | | | | | | | |
| (3500) | 0.14 | **2600** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.112 | F | 0.604 | 2800 | G | 2009 |
| From: 60-666 JB-154 WCL Christiansburg | | | | | | | | | | | | | | | | |
| To: SR 8 W Main Street | | | | | | | | | | | | | | | | |
| (3501) S Franklin St | 1.21 | **5400** | **G** | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.103 | F | 0.702 | 5900 | G | 2009 |
| From: ECL Christiansburg | | | | | | | | | | | | | | | | |
| To: Alleghany St | | | | | | | | | | | | | | | | |
| (3501) S Franklin St | 0.57 | **5600** | **G** | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.090 | F | 0.615 | 6100 | G | 2009 |
| From: Allleghany St | | | | | | | | | | | | | | | | |
| To: US 460 Main St | | | | | | | | | | | | | | | | |
| (3502) Phlegar St | 0.08 | **4100** | **G** | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.63 | 4400 | G | 2009 |
| From: US 11 Main St | | | | | | | | | | | | | | | | |
| To: First St | | | | | | | | | | | | | | | | |
| (3502) First St | 0.40 | **4800** | **G** | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.096 | F | 0.569 | 5200 | G | 2009 |
| From: Phlegar St | | | | | | | | | | | | | | | | |
| To: US 460 Roanoke St | | | | | | | | | | | | | | | | |
| (3503) Depot St | 0.12 | **8500** | **G** | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.601 | 9200 | G | 2009 |
| From: SR 8 App. Loc. | | | | | | | | | | | | | | | | |
| To: College St | | | | | | | | | | | | | | | | |
| (3503) Depot St | 0.14 | **11000** | **G** | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.095 | F | 0.639 | 12000 | G | 2009 |
| From: College St | | | | | | | | | | | | | | | | |
| To: US 11 Radford St | | | | | | | | | | | | | | | | |
| (3503) Depot St | 0.41 | **13000** | **G** | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.091 | F | 0.543 | 14000 | G | 2009 |
| From: US 11 Radford St | | | | | | | | | | | | | | | | |
| To: C7US 460 | | | | | | | | | | | | | | | | |
| (3503) Depot St | 0.91 | **2700** | **G** | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.104 | F | 0.586 | 2900 | G | 2009 |
| From: C7US 460 | | | | | | | | | | | | | | | | |
| To: SR 111 Depot St; Cambria St | | | | | | | | | | | | | | | | |
| (3504) Park St | 0.87 | **1800** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.104 | F | 0.509 | 2000 | G | 2009 |
| From: E Main St | | | | | | | | | | | | | | | | |
| To: SR 111 Depot St | | | | | | | | | | | | | | | | |
| (3505) E Main St | 0.17 | **1900** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.101 | F | 0.531 | 2100 | G | 2009 |
| From: Roanoke St | | | | | | | | | | | | | | | | |
| To: Park St | | | | | | | | | | | | | | | | |
| (3505) Main St | 0.60 | **NA** | | | | | | | | | NA | | | NA | | |
| From: Park St | | | | | | | | | | | | | | | | |
| To: SR 111 Roanoke St | | | | | | | | | | | | | | | | |
| (3506) Ellett Rd | 0.39 | **2400** | **G** | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.1 | F | 0.571 | 2600 | G | 2009 |
| From: SR 111 Cambria St | | | | | | | | | | | | | | | | |
| To: NCL Christiansburg | | | | | | | | | | | | | | | | |
| Alleghany St | | **2100** | **G** | | | | | | | | 0.111 | F | | 2300 | G | 2009 |
| From: Canaan Rd | | | | | | | | | | | | | | | | |
| To: Miller St | | | | | | | | | | | | | | | | |
| Cambria St | | **5400** | **F** | 95% | 1% | 3% | 0% | 1% | 0% | C | 0.1 | F | 0.541 | 5400 | F | 2009 |
| From: Bus US 460 Ramp | | | | | | | | | | | | | | | | |
| To: Bus US 460 N Franklin St | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2009
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Christiansburg

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| **Town of Christiansburg** | | | | | | | | | | | | | | | | |
| | | From: Plum St | | | | | | | | | | | | | | |
| Church St | | **450** | **G** | | | | | | | | 0.11 | F | | 490 | G | 2009 |
| | | To: King St | | | | | | | | | | | | | | |
| | | From: Ragan Drive | | | | | | | | | | | | | | |
| Clearview Dr | | **2300** | **G** | | | | | | | | 0.107 | F | | 2300 | G | 2009 |
| | | To: Wimmer Street | | | | | | | | | | | | | | |
| | | From: Fisher St | | | | | | | | | | | | | | |
| Electric Way | | **410** | **G** | | | | | | | | 0.187 | F | | 450 | G | 2009 |
| | | To: Simmons Rd | | | | | | | | | | | | | | |
| | | From: Gold Leaf Dr | | | | | | | | | | | | | | |
| Independence Blvd | | **4700** | **F** | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.125 | F | 0.806 | 4700 | F | 2009 |
| | | To: Bus US 460 N Franklin St | | | | | | | | | | | | | | |
| | | From: Bus US 460 N Franklin St | | | | | | | | | | | | | | |
| Merrimac Rd | | **3600** | **F** | 95% | 1% | 2% | 2% | 1% | 0% | C | 0.094 | F | 0.626 | 3600 | F | 2009 |
| | | To: Virginian Dr | | | | | | | | | | | | | | |
| | | From: Depot Street | | | | | | | | | | | | | | |
| North Dr | | **260** | **G** | | | | | | | | 0.118 | F | | 260 | G | 2009 |
| | | To: E. Main Street | | | | | | | | | | | | | | |
| | | From: Lester Street | | | | | | | | | | | | | | |
| Republic Rd | | **650** | **G** | | | | | | | | 0.109 | F | | 650 | G | 2009 |
| | | To: Park Street | | | | | | | | | | | | | | |
| | | From: Overhill Rd | | | | | | | | | | | | | | |
| Ridge Rd | | **80** | **G** | | | | | | | | 0.122 | F | | 80 | G | 2009 |
| | | To: Dogwood Terrace | | | | | | | | | | | | | | |
| | | From: Briarwood Drive | | | | | | | | | | | | | | |
| Summitridge Rd | | **660** | **G** | | | | | | | | 0.095 | F | | 660 | G | 2009 |
| | | To: S. Franklin Street | | | | | | | | | | | | | | |